

TONOPAH DAILY BONANZA

Published every evening, Sunday excepted, by the Tonopah Bonanza Printing Co., Incorporated.

MEMBER ASSOCIATED PRESS MEMBER NEVADA PRESS ASSN

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Terms of Subscription by Mail for Daily Bonanza:
 One Year \$12.00 One Week 30¢
 Nine Months 9.00 One Month 1.00
 Six Months 6.00 Three Months 3.00
 Delivered by Carrier, \$1.15 per Month

MEMBER OF THE ASSOCIATED PRESS

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The Bonanza is kept on file at Dempsey & Stanley, Turk and Mason Streets, San Francisco.

Entered at the postoffice in Tonopah as second class matter.

STAMPEDE OF THE HUNS

IT is impossible to grasp the situation over on the Montdidier front without reference to a map drawn on an extended scale. A study of this will convince the student that the Germans are in a state of rout and that no power in the world can hold them long enough to reorganize. This depends on the celerity of General Foch in bringing his reserves into action and in restoring the crippled railroad systems which the Hun destroyed as fast as he backed away from the hostile terrain. This is the game where most of the boys from the mining districts bring into play their skill and ingenuity added to native resourcefulness. The work of reconstruction will fall to the lot of the American engineers who have already displayed their mettle in showing the enemy what can be done when a Yankee finds sufficient incentive to exert himself. This is the time when the enormous piles of steel rails which have been going forward steadily to France will come into action and it will not take long to shove this raw material to the front where the destructiveness of the Hun will be quickly repaired and the movement of troops accelerated. Since the beginning of the advance on the Picardy front the pursuit has been afoot, on horseback and by motor cars but, now that the allies have seized the railroads between the pivotal points on both salients there will be faster work than was witnessed last week. Men and guns may be forwarded from the former frontal positions which now are far in the rear; food and munitions may be forwarded fast enough to keep the allied army furnished with plenty of steel and powder, chemicals for gasmaking and also expedite the movement of prisoners, wounded, and captured equipment to the rear where it will not interfere with the mobility of the active army. This is the day of the engineer and machinist in the army which is helpless without these valuable adjuncts to efficiency.

PEOPLE IN GLASS HOUSES

S HALL the Reno divorce mill be wiped off the map is one of the questions before the nation-wide conference of leading lawyers in Cleveland, August 22. The occasion is the meeting of the commissioners on uniform laws of the several states. One of the most important questions before these men is that of having all the states agree on a uniform divorce act.

The varied interpretations of the divorce laws, the commissioners say, involves serious questions with regard to the status of children and the ownership of property. While fourth-fifths of the states now recognize the same causes for divorce, the legal machinery for the granting of divorce has been made uniform in only two states. Neither is there anything like uniformity in marriage licenses. The laws on this subject which the conference has formulated would, if adopted, have a radical effect, since it proposes to abolish the common law marriage, providing that there must be a license to marry and a duly authorized officiating person or recognized form of ceremony to make a marriage valid. Stringent laws forbidding marriages between parties of certain degrees of relationship are said to be flagrantly disregarded in some states by parties who step across the state line and marry, then return to the state where such laws exist and laugh at the authorities.

The conference has power only to formulate and recommend. The law must be made uniform by the action of the state legislatures. One purpose of the forthcoming meeting will be to emphasize on voters the importance of impressing their state senators and representatives with the importance of enacting the uniform laws the national conference agrees on.

Commenting on this which appeared in the Washington Herald of August 4th, the Carson News says: "It will be noted that the headline of the editorial alone has any direct bearing on Reno. The people of Nevada, as far as the state law is concerned, have managed to get along under it, but should there be a national uniformity of divorce law enacted this state, including Reno, will take its medicine without a whimper. Until there is a national law regulating divorce and marriage the will of the people of Nevada will continue in state matters.

"The state manages to lead in Liberty bond purchase, in furnishing men for the army and navy, and has done her part to pay off the debts of the nation with gold and silver. The divorce evil, if it is such, was settled in our own legislative halls and until there is an enactment abolishing the present divorce law the people will rest contented and let the Washington Herald and other great papers do the worrying. There are many sides to the divorce issue, and as they have been tried out in public and private debate the past ten years, the matters will have to rest until either the state or the United States revises the law."

At the present rate of retirement the German army will be back in Belgium before the end of the week when they will begin to enjoy the pleasure of a real guard action with the natives engaged in venting their spite against their oppressors. The day that the allies cross the Belgian border should be a day for such a celebration as Tonopah never had and one that should outstrip all contenders. Tonopah has a reputation to sustain when it comes to demonstrating and, there is no doubt what kind of a show the old camp will pull off at the right time.

The Albanian advance has been neglected by readers and news gatherers during the past week, but late reports show they are doing business at the old stand, and it is merely a matter of time when their guns will be knocking at the backdoors of Berlin and Constantinople.

The Germans have some runners with their armies since even cavalry cannot overtake the fleetfooted sprinters of the Rupprecht outfit.

Lenine appears to have had a moment of temporary sanity when he modified his order against the allies so as not to make it read like a declaration of war. Before the allies get through Siberia Lenine will be both emaculated and eliminated.

One day more to register. This is your last chance if you contemplate voting at the primaries. See that your name is on the list for this is the time when the country needs none but good men on guard.

The allies have given up nibbling at enemy lines and are taking chaws as big as the gulf of tobacco that fills the jaws of the Kentucky mountaineer.

The proposed seizure of 50,000 stands of arms in Ulster demonstrates that it is not the Sinn Feiners alone who are to blame for the obstinate resistance to Great Britain.

It may be remarked that Pershing is from Missouri and has learned the trick of "Show Me."

The running expenses of the German army must be something fierce.

When you roll over in your blankets these cool nights aren't you glad that you are not living in Lil Old New York?

Maine Ship Yards Bursting With Life

WASHINGTON, D. C., Aug. 3.—Once world-famed for its unique wooden ship-building industry, then sinking into a long period of inaction, Maine has again burst into flourishing prominence as a producer of ships.

Not quite a year ago there were but a handful of shipyards scattered along the Maine coast. Most of them were relics of a by-gone era. Today there are thirty-nine shipyards of size in Maine extending from the ports at the lower end of the state up east to what is locally called the "Sunrise Section" in the vicinity of Calais and Eastport.

When the world war came in 1914 there was not a ship being built in Portland, and except for steel vessels at the Bath Iron works, only a few wooden ships in the whole of Maine. In Portland, as in many other former Maine shipbuilding centers, only repair work was being done.

Since the present United States shipping board, under Chairman Edward N. Hurley, began its activities less than a year ago, Maine shipyards have been engaged in building (as nearly as can be ascertained), 116 vessels, some of which are for the shipping board, others for private interests. A number of these have already been launched. Of this total of 116 vessels, 41 have been wooden freight steamers of an aggregate of more than 110,000 deadweight tons, 8 have been steel steel freighters of a total of 72,000 deadweight tons, and 47 schooners totalling about 55,000 tons. The remainder are tugboats, lighters and trawlers. And where a few years ago the shipbuilding force in Maine was pitifully small, there are now perhaps 15,000 men working at full speed in Maine shipyards. This number does not, of course, include lumbermen or all others engaged in allied trades, nor does it comprise the force to be taken on in new shipyards fast being established.

In Portland shipyards there are about 4500 men, and the value of the ships on which they are working is roughly estimated at \$10,500,000. The total money value of ships being built or to be built in the whole of Maine cannot be learned with any degree approaching preciseness but it runs into the tens of millions of dollars.



BEN D. LUCE

of Nye County

Candidate for nomination on the Democratic Ticket for

GOVERNOR

Subject to the decision of voters at the Primary Election Tuesday, September 3, 1918

and grandfather. One of his sons is a Lieutenant in the army; another is associated in business with him.

When the United States shipping board headed by Mr. Hurley sent out its urgent call for ships, Mr. Hamlin with immediate vigor formed the Cumberland Shipbuilding company, personally supplying its entire finances. Hard by an old rolling mill at South Portland in which he had an interest, was a dismal swamp looking out on the Island Fort Gorges (a granite affair built by Jefferson Davis) and on Fort Preble on land side. That was last August, a few months the swamp had been transformed into a large, fully-equipped shipbuilding plant with four piling ways. A fifth way is now partially built. A marine railway capable of hauling 3500 and 4000-ton ships is under construction, and a large plant for the installation of ship machinery has been established at Ligonis, one and a half miles west of Portland.

The workers are nearly all native Maine men. It is a remarkable evidence of American adaptability and quickness of grasp that not 5 per cent of the force of 1700 men at this yard knew anything of shipbuilding before they came to work in this yard. They were mostly house and barn carpenters, and, curiously enough, motormen. Having had experience in handling motors, the motormen easily learned the art of operating compressed air and other machinery in fastening work such as putting in tree nails. Even the caulking in this yard is done by compressed air. The Falmouth, which will be completed in less than 135 days if there is no delay in the delivery of material, has been built entirely by house carpenters. The foreman was a house carpenter who had never seen a ship before. He is now a master shipbuilder. The fastening was done by men many of whom had been motormen. And the work is manifestly well done on all the ships on the ways. These pessimists who gloomily wondered where America was to get its shipbuilding force may well take notice how our great America has improvised a most efficient body of shipworkers.

"ALL FOR OUR COUNTRY"

Defend
Nevada's
Honor
Against the
Un-American
Votes of
Congress-
man Roberts
Against War



Let Us
Show the
Nation
That
Nevada-
Savior of
The Union
In '64-
Is Always
Loyal

Walter C. Lamb

REPUBLICAN CANDIDATE FOR

United States Senator

To Vindicate the Reputation of Nevada against the suspicion of disloyalty and lack of patriotism caused by the work and votes of Congressman Roberts against the war policies of President Wilson and our Government. Let all loyal Nevadans remember

THE MOTTO OF OUR BATTLE-BORN STATE

"ALL FOR OUR COUNTRY"

IN THIS CRISIS BE SURE TO REGISTER

W. J. DOUGLASS

ANNOUNCES HIS CANDIDACY ON THE DEMOCRATIC TICKET FOR

COUNTY COMMISSIONER

(Long Term)

SUBJECT TO THE RATIFICATION AT THE PRIMARIES, SEPTEMBER 3, 1918

CHAS. J. (Chick) BROWN

ANNOUNCES HIS CANDIDACY FOR THE NOMINATION OF THE OFFICE OF

JUSTICE OF THE PEACE

(Tonopah Township)

AT THE PRIMARY ELECTION, SEPTEMBER 3, 1918

L. E. GLASS

ANNOUNCES HIS CANDIDACY FOR THE NOMINATION FOR

CLERK AND TREASURER

ON THE DEMOCRATIC TICKET, SUBJECT TO THE PRIMARIES TO BE HELD ON THE 3rd DAY OF SEPTEMBER

W. J. TOBIN

ANNOUNCES HIS CANDIDACY FOR THE REPUBLICAN NOMINATION FOR

THE ASSEMBLY

AT THE COMING PRIMARY ELECTION

MRS. JENNIE A. CURIEUX

ANNOUNCES HER CANDIDACY ON THE DEMOCRATIC TICKET FOR

COUNTY AUDITOR AND RECORDER

SUBJECT TO RATIFICATION AT THE PRIMARY ELECTION

CHARLES L. SLAVIN

ANNOUNCES HIS CANDIDACY FOR THE NOMINATION FOR

SHERIFF OF NYE COUNTY

ON THE DEMOCRATIC TICKET, SUBJECT TO THE PRIMARIES TO BE HELD ON THE 3rd DAY OF SEPTEMBER

FRANK J. CAVANAUGH

ANNOUNCES HIS CANDIDACY FOR THE NOMINATION FOR THE OFFICE OF

JUSTICE OF THE PEACE

(Tonopah Township)

AT THE PRIMARY ELECTION, SEPTEMBER 3, 1918

ADELE MAYBERRY

ANNOUNCES HER CANDIDACY FOR THE REPUBLICAN NOMINATION FOR

THE ASSEMBLY

AT THE COMING PRIMARY ELECTION

JOHN BARRIER

ANNOUNCES HIS CANDIDACY FOR THE NOMINATION FOR

SHERIFF OF NYE COUNTY

ON THE DEMOCRATIC TICKET, SUBJECT TO THE PRIMARIES TO BE HELD ON THE 3rd DAY OF SEPTEMBER

CHAS. F. WITTENBERG

ANNOUNCES HIS CANDIDACY ON THE DEMOCRATIC TICKET FOR

COUNTY COMMISSIONER

(For the Long Term)

SUBJECT TO RATIFICATION AT THE PRIMARY ELECTION

HARRY McNAMARA

ANNOUNCES HIS CANDIDACY FOR THE REPUBLICAN NOMINATION FOR

THE ASSEMBLY

AT THE COMING PRIMARY ELECTION

ARTHUR S. PUTNEY

ANNOUNCES HIS CANDIDACY FOR THE REPUBLICAN NOMINATION FOR THE OFFICE OF

COUNTY COMMISSIONER

(Short Term)

AT THE COMING PRIMARY ELECTION

HARRY R. GRIER

ANNOUNCES HIS CANDIDACY FOR THE NON-PARTISAN NOMINATION FOR THE OFFICE OF

JUSTICE OF THE PEACE

(Tonopah Township)

AT THE PRIMARY ELECTION, SEPTEMBER 3, 1918

R. B. DAVIS

ANNOUNCES HIS CANDIDACY ON THE REPUBLICAN TICKET FOR

COUNTY COMMISSIONER

(Short Term)

SUBJECT TO THE RATIFICATION AT THE PRIMARIES, SEPTEMBER 3, 1918

WILLIAM KEARNEY

OF WASHOE COUNTY

CANDIDATE FOR NOMINATION ON THE REPUBLICAN TICKET FOR

GOVERNOR

SUBJECT TO THE DECISION OF VOTERS AT THE PRIMARY ELECTION TUESDAY, SEPTEMBER 3, 1918

CHARLES ROBLEY EVANS

CANDIDATE FOR NOMINATION ON THE DEMOCRATIC TICKET FOR

Representative in Congress

SUBJECT TO THE DECISION OF VOTERS AT THE PRIMARY ELECTION TUESDAY, SEPTEMBER 3, 1918

To the Voters of Nevada:

I take this means of announcing my candidacy for the office of

United States Senator from Nevada

subject to the action of the Democratic primary

Charles B. Henderson